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[a1545]

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Hongkong 3rd December, 1903. 333

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 22nd April, 1904. [1016]

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Amoy, 3rd December, 1903. [78]

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R. MATTHEW,

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Hongkong, 6th May, 1903. [a218]

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[a1891-3]

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A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[31]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH APRIL, 1904

In the correspondence columns of the London Times at the end of March, Admiral C. C. PENROSE FITZGERALD brings up again or rather joins in the resuscitated discussion of British policy at Weihaiwei. The Times special war correspondent on the Hainan, telegraphing by the new wireless apparatus from Chinnampō on the 21st ultimo, denounced this policy as "casual in the extreme," a criticism which inspired Admiral FITZGERALD to write. The Admiral has particular reasons for so doing, seeing that his opinions, with those of his chief, Admiral Sir EDWARD SEYMOUR, have been quoted in the House of Lords. As he points out, Admiral SEYMOUR, serving at present on full pay, is not permitted to publish his opinions; but he himself is not under such restrictions. Admiral FITZGERALD states that his views are still unaltered from what they were three years ago, when the Government asked for them; he cannot answer for Sir EDWARD, but at any rate in 1901 both were adverse to holding Weihaiwei in an absolutely unfortified condition. They thought, continues Admiral FITZGERALD, that the decision to keep the British flag flying on the island, even if we only called it a sanatorium and a watering-place, but with a certain amount of coal, other stores, hospital, playgrounds, &c., within ninety miles of Port Arthur, but without a single gun mounted to protect the place even against a cruiser raid, was to create a strategically false position, as the admiral in command of the station would either have to haul down the flag, destroy the stores, embark the sick, and "cut and run" on the first threat of war, or else he would have to tie his squadron to the place to protect it. Admiral FITZGERALD is glad to be able to quote Admiral FREMANTLE, who was for three years in command on this station, who also endorses the Times correspondent's opinion. He then proceeds to demolish the statement of Sir JAMES HOPE, produced by Sir SPENCER WALPOLE in defence of the Government, that both Chefoo and Weihaiwei are worthless. He says that, while Chefoo is out of the question as being a treaty port, the conditions at Weihaiwei since Sir JAMES

Horne visited it forty-four years ago have so changed as to render his opinion at that time irrelevant to the present. The harbour has been deepened, and the water question has been solved. Admiral FITZGERALD agrees with the Times representative that in Weihaiwei we possess the finest harbour in the Yellow Sea, for that is so not only actually, but still more so potentially; if you want to make an extra berth for a battleship at Weihaiwei you have to dredge out about 3ft. of mud over a given area, and if you want to increase the accommodation of Port Arthur to the same extent you must dig out 30ft. of the same material, or anything else there may be underneath it, as the available area is mostly dry at low water. In fact "any comparison between Weihaiwei and Port Arthur is as the Guildhall to a rat-trap." The letter concludes, "My idea of the proper policy to be pursued with regard to Weihaiwei may be summed up in three words—Fortify or quit."

Now it is certainly remarkable that these three, Admirals SEYMOUR (three years ago, at least), FITZGERALD, and FREMANTLE, who have all been first or second in command of the British Fleet in China waters, have all expressed themselves strongly against the policy of the non-fortification of Weihaiwei, and that this policy nevertheless has been decided on by Great Britain. But, in justice to those who directed the policy in question, we must allow that in Admiral Sir CYPRIAN BRIDGE, who only last month retired from the China command, they have a very strong advocate. In the same number of the Times in which Admiral FITZGERALD'S communication appears, there is a very able letter signed simply "J. R. T.," in which great importance is attached to the opinion of Admiral BRIDGE, whom the Times has described as "entitled to speak on such a subject with the high authority which belongs to intimate local knowledge, to wide naval experience, and to a strategic insight and historic grasp which place him in the very front rank of living writers on the teachings of naval history and the principles of naval strategy." These remarks of the Times, it may be remembered, occurred in an article on a paper read by Admiral BRIDGE before the United Service Institution at Hongkong in February, 1903, on "The Supply and Communications of a Fleet," which vigorously supported his own advice to the Government against the organisation of Weihaiwei as a secondary base for the supply of stores, ammunition, and coal to British warships in North Chinese waters. "J. R. T." then develops the argument—not new, but still potent—that Weihaiwei's proper defence is a predominant fleet, without which no fortifications would enable it to hold out. He says:—"Port Arthur and Vladivostok have been fortified at great cost and heavily garrisoned. Suppose, instead of spending the money on brick-laying, Russia had devoted it to such an increase of her naval power in Far Eastern waters as would have given her undisputed command of the area of maritime conflict with Japan. Is it not certain that in such a case no Japanese sailor or soldier would ever even have set eyes on Port Arthur or Vladivostok, still less have been in a position to attack and possibly to capture them?" The argument, though clever, strikes us as a little specious. No one would wish to see the Fleet here anything but sufficiently powerful to inspire respect. But it cannot be guaranteed against all accidents, and an unfortified Weihaiwei, exposed to risks which would not threaten a place fortified sufficiently to stand a blockade. However, we have no wish to intrude on a controversy between experts. It merely seems to us strange that some of them, most able men with Far Eastern experience, should be so very strongly opposed to the Government view.

His Majesty the King received Major-General Sir Matthew Nathan in audience at Buckingham Palace on the 25th ult.

Mr. J. G. Melrose has won the golf championship of Caylen, beating Mr. R. W. Neon in the final at Nuwara Eliya by 10 up and 8 to play. At the Nuwara Eliya Meeting Mr. Melrose won, in addition to the open championship, the Keena Cup, the Captain's Cup, and, with a partner, the Foursomes.

Mr. R. F. Johnston, Acting Assistant Colonial Secretary and Clerk of Councils, who is proceeding shortly to Weihaiwei to take up there the post of Secretary to the Government, was entertained to a farewell dinner last night by some of the leading Chinese gentlemen of this Colony. A few European guests were also present to meet him.

At Singapore Joseph Somers, musical director of the Stanley Opera Company, is charged with being concerned in the murder of a German named Warzburgh by shooting him in course of a disturbance at a house of ill-fame.

Three fatal Chinese plague cases were reported yesterday, two in Kowloon and one near the Canton Wharf. Two of the bodies had been "dumped." Last week, besides 5 fatal Chinese plague cases, there were 4 Chinese cases of small-pox, 4 of them fatal, in the Colony.

On Sunday next the s.s. *Sang Cheong* will run on an excursion trip round the island and to Mrs. Day, an unaccustomed route which will doubtless attract many who desire to make acquaintance with our Fleet's practice field. The band of the 93rd Bannas will be on board. The steamer will leave at 10.30 a.m. and return about 6.30 p.m.

The following is rather significant, coming as it does from the London Daily News.—We can scarcely hail as a sign of completely restored health the utterance of Mr. W. T. Stead at Cape Town. To seek to revive the bitterest feelings of the war in a speech would be a disastrous thing in a Dutch citizen of the Colony. In an English visitor we confess we find it deplorable in the extreme.

Japanese coal seems to be extending its own market, and the way, instead of retarding its export, now sees it in use as far west as Colombo. Returns just published at the Ceylon port show that the imports of coal there since 1901 have been as follows:—

| | 1902. | 1903. | 1904 (1st 2 months). |
|-----------------|---------|---------|----------------------|
| English coal | 288,362 | 246,500 | 65,410 |
| Japanese coal | Nil | 25,400 | 3,780 |
| Australian coal | 3,752 | 12,200 | Nil |
| Indian coal | 240,045 | 231,300 | 58,980 |
| Total | 532,159 | 516,400 | — |

On the 26th inst. a London morning journal published a statement to the effect that the eminent bacteriologist, Sir Patrick Manson, was greatly averse to the importation of Chinese into South Africa. It was stated, too, that the medical advisers of the Government had given an official warning against the introduction of Chinese labour in view of the danger from plague. Sir Patrick Manson has emphatically contradicted a statement of similar import issued by a news agency. He described the report as "All bunkum," and assumed that it was merely a *ballon d'essai*.

It is understood that the Government of Bengal have given their approval to the experimental scheme put before them by the committee of the Training Ship Institution for sending home, to the *Mars* training-ship, a limited number of selected poor boys belonging to the domiciled community, to receive a three years' training before being apprenticed to a sea-faring life. Government are to bear one-third part of the cost of outfit, passage money and annual maintenance of each boy. The public, through the Marine Society of India about to be incorporated, is expected to do the rest.

Mr. MacNeill M.P., who appears to be anxious that "the Chinese labourers for the Transvaal, both on the voyage to South Africa and when they reach the Rand, shall have the ministrations of priests of their own religion," asked Mr. Lyttelton in the House of Commons last month whether the purposes of celebrating their religious rites would be provided for the Chinamen. The Colonial Secretary assured Mr. MacNeill that his anxiety was misplaced. He might very well leave the religious rites of the Chinese to their own administration and their worship to be solemnised after their own fashion.

The MS. of the first book of Milton's *Paradise Lost* has been purchased by a well-known American collector (not Mr. J. P. Morgan, it is said), and is now in the United States. The MS. was bought in for the vendor on January 25 at \$5,000. Whether its ultimate destination is a private, or a public library remains to be seen; in any case, it is not likely to appear again in England. The MS. is not in Milton's autograph, but it is the next best possible thing—it is the "copy" from which the printer set up this portion of the great poem. Its literary interest and value, therefore, cannot be denied. It is one, and perhaps quite the most important, of the many literary relics which have passed out of England into American collections.

When exchanging after-dinner speeches at Naples the other day the King of Italy used his own language, while the Kaiser's thoughts were clothed in German. This was in accordance with the rule laid down by Bismarck after the great war when he began to rebel against the use of French as the exclusive language of diplomacy, as being inconsistent with the dignity of the new German Empire. Thenceforth if the German Foreign Office received a communication from any member of the Diplomatic Corps in his native language—say English, the answer was in German, but if the communication was in French the reply would be in the same tongue. The same rule was applied to the meetings of Sovereigns. Thus, when the present Kaiser went to St. Petersburg and was toasted in French by the late Tsar—who, as a Tontophobe, would never speak German—the Kaiser replied in French, which he speaks to perfection—"like a Parisian in fact," as Jules Simon said of him after making his acquaintance at the Labour Conference. But if the Tsar had used Russian, the Kaiser would have retaliated with German. In what language the "Admiral of the Atlantic" signalled his famous farewell message to the "Admiral of the Pacific" is not recorded.

TELEGRAMS.

REUTERS SERVICE.

THE WAR—ADMIRAL ALEXIEFF'S RESIGNATION.

LONDON, 25th April.
News from St. Petersburg says that the Tsar has refused to accept Admiral Alexieff's resignation for the present, pointing out that at such a grave moment it is the duty of every Russian to forget private differences. The resignation has consequently been withdrawn, but it is believed to be only a temporary arrangement pending the arrival of Admiral Skrydloff.

REPORTED MEDIATION.

LONDON, 25th April.
The Russian Press is ardently discussing a report of projected British mediation. The origin of the report is unknown, but in any case it is baseless.

RUSSIA BUYS COMMERCE DESTROYERS.

LONDON, 25th April.
Russia has bought, indirectly, nine German liners which will be fitted as cruisers, it is reported to prey upon Japanese commerce.

CHINA AND THE UNITED STATES.

LONDON, 25th April.
The Emperor of China's nephew, Prince Pu Lun, is meeting with exceptional hospitality in Washington. Mr. Hay gave a dinner in his honour yesterday, and President Roosevelt receives him to-day.

KING AND QUEEN VISIT IRELAND.

LONDON, 25th April.
The King and Queen have started for Ireland on a visit.

LABOUR-RIDDEN AUSTRALIA.

LONDON, 25th April.
Mr. Watson, a Laborite, is forming the Australian Cabinet.

THE UNITED STATES AND CHINESE LABOUR.

LONDON, 25th April.
The Washington Cabinet has decided to exempt laborers for the Panama Canal from the Chinese exclusion laws.

NAVAL NOTES.

H.M.S. "TERRIBLE."
H.M. cruiser *Terrible* has gone to Portsmouth. During the last 18 months she has undergone an overhaul at Messrs. John Brown and Co.'s yard at Clydebank. Her additions are four 6in. guns in casemates on the upper deck amidships, two port and two starboard. Her armament is now two 9.2in. breechloading guns in barbettes, fore and aft; 16 6in. q.f. guns; 14 12-pr. guns; eight 3-pr. guns; two 303 Maxims; and four submerged torpedo-tubes—much stronger than when she was out here.

ITALIAN CRUISERS FOR CHINA.

The departure of the Italian cruisers *Umbria* and *Dagali* for the Far East was delayed for some days in order that they might receive the apparatus necessary for wireless telegraphy.

TORPEDO WARFARE.

The *Petit Var* records some operations at Brest in March which were evidently inspired by the Japanese torpedo-boat attack at Port Arthur. The t.b.'s belonging to the mobile defence were ordered to force an entrance into Brest Harbour at night, if possible, without being discovered by the searchlights ashore and afloat. The defenders were at their posts at 8.30 p.m., and at 9 p.m. the searchlights were in full action, a line of mines was in readiness, and a boom was placed across the entrance of the harbour. The searchlights from the forts threw three bands of light across the entrance, while the lights afloat searched the horizon, and at 10 p.m. discovered some of the t.b.'s approaching singly with all lights masked. Not one of the t.b.'s succeeded in reaching the entrance unobserved, and the attack was considered to have failed.

S.M.S. "TIGER."

The German gunboat *Tiger* has arrived at Hongkong. She left Amoy, her last port, on the 25th inst.

TERRIBLE HARDSHIPS AT SEA.

JAPANESE MARINERS RESCUED.
The Austrian Lloyd s.s. *E. Franz Ferdinand* arrived from Japan yesterday, and Capt. C. Matovich reports that on the voyage he picked up four men and a woman from a waterlogged craft. The lookout-man observed a vessel, drifting helplessly at the mercy of the waves. Steaming close up, it was seen that she had people aboard in great distress. Waves were washing over the craft, breaking into sheets of white foam as they curled over the bulwarks. It was a little wooden Japanese ship, named the *Leisyachi*, of 67 tons burden, as was afterwards learned. Capt. Matovich put out a life-boat and ordered a rope-ladder to be prepared. Three men and one woman were rescued. The natives had been caught unawares by a fierce squall, sails being blown to ribbons, and the hull strained to such an extent that the united efforts of the crew with bailers could not keep water from gaining on the hold. The *E. Franz Ferdinand* was some 200 miles from Moji at the time. The poor shipwrecked people had been several days in distress, sometimes seeing a steamer in the distance, and making frantic efforts to attract attention time and again, though their hopes were dashed to pieces when they saw the vessels recede. Being in the track of steamers, they were at last sighted. Had one of the many bolts of fog experienced during her voyage from Japan swept over the vicinity at that time it might easily have been otherwise.

WAR NOTES.

THE FIRST ACTS OF HOSTILITY.

A report from the local officials at Wiju to the Korean Government shows that Russian troops began to cross the Yalu into Korea on the 2nd February and from that date until the 15th February the number crossing totalled 4,500. Three thousand of these remained at Wiju, 1,000 moved to Choson, 108 miles above Wiju, and 500 proceeded towards Anju. Thus it appears that Russia commenced acts of war four days before the rupture of diplomatic relations by Japan.

A TRAITOR AT ST. PETERSBURG.

Reuters's correspondent telegraphed under date St. Petersburg, 24th March.—The enquiry into the act of treason committed by Captain Irokov, who has already been sentenced to death and, according to a public announcement, executed for his crime, though on this point divergent reports are in circulation, has disclosed the fact that he only received 600 roubles (260) from the Japanese intermediary to whom he furnished some Russian military plans. The accused avowed that he had been seduced by false promises, which had not been kept. The further documents promised, relating to the scheme of mobilisation, were to have been handed over to a Japanese emissary from Vienna beyond the Austro-Russian frontier.

RUSSIAN TRADE WITH THE FAR EAST.

The question of trade facilities between Russia and the Far East is daily becoming more acute. Russia's geographical position is declared to be against her, especially now that the sea route is entirely closed. Representations have been made to the authorities regarding further serious inconvenience to trade arising from the difficulty of getting through badly needed consignments of goods by the Siberian railway, but there seems no probability of any early improvement. The authorities declare that for the present the exigencies of the military situation must be the first consideration, particularly on the Manchurian lines. In view of these difficulties merchants in Moscow and other centres inland, where possible, to make use of the old Asiatic overland trade routes. Information reached St. Petersburg at the end of March that trade communications will shortly be reopened by the Amur Shipping Company, via the Shilka, Argun, Sungari, and Amur. These routes, it is added, will be protected by Russian troops.

MISCELLANEOUS.

The Kaiser has wired to the Tsar:—"Russian mourning is German mourning for the death of Admiral Makaroff."

A Rouler telegram from Algiers states that the officers of the Russian battleship *Oskaniya*, which arrived there late in March, gave official information of the sinking of the Russian torpedo-boat No. 221 on the 9th March, in consequence of a storm while on her way from Port Said to Suda Bay. All the crew were saved. Lloyd's agent at Algiers telegraphed that the Russian torpedo-boat *Bowling* struck on a rock in entering that port. She sustained extensive damage and had to go into dry dock. Commenting on the statement that the Asiatic Steam Navigation Company have sold to the Japanese Government three of their fleet now in Far Eastern waters, viz., the *Kohinoor*, *Shahanda*, and another, presumably as transports, the Times of Ceylon says that the sale does not come quite as a surprise to one or two people in Colombo. Every shipping Company is anxious to sell all the ships it can get such a very satisfactory buyer as Japan is just at present, and it was quite on the cards that the Asiatic Company would try and foist some of their old hulks on the land of the rising sun. Not that the ships sold are particularly old as ships go, but the *Kohinoor* was built in 1884—twenty years ago—and the *Shahanda*, which was completed in 1879, was certainly about to be pensioned, for the Asiatic Company have a new *Shahanda* already ready to take her old namesake's place in the fleet.

HONGKONG NURSING INSTITUTE.

SIR PAUL CHATER'S MUNIFICENCE.

A general meeting of subscribers to the Hongkong Nursing Institute was held at the City Hall last evening to discuss the advisability of building a house for the nurses. Those present included Dr. Stedman (chairman), Dr. Jordan, Mr. and Mrs. Pinckney, Mr. and Mrs. Marcus Shide, Mr. H. W. Shide, Mr. and Mrs. Moxon, Mr. Siebs, Sir Paul Chater, Mr. and Mrs. Danby, Lady Goodman, Mr. Harrison, Mr. Kadoorie, Mrs. Goetz, Mrs. B. Wright, Mr. and Mrs. Peter, Mr. Sharp, Mr. Johnstone, Mrs. Hastings, Mrs. Bideley, Mr. Cruickshank, Mr. Gresson, Mrs. Ormiston, Messrs. Tones, J. H. Lewis, Forbes, Harrison, Smith, and Gibson.

The CHAIRMAN said that he regretted to say that he was the only member of the committee opposed to the scheme of building a house for the nurses, so he would vacate the chair to Dr. Jordan.

Dr. JORDAN having taken the chair addressed the assembly. In the course of his remarks he stated that three years previously a public meeting had been called under the presidency of Dr. Stedman to form a Nursing Institution, to-day called the Hongkong Nursing Institution. With subscriptions they had then been able to bring out two nurses who were housed in the Peak Hospital. In 1902 the Government voted a grant in aid of \$12,000 as a building fund for the Institution. At that time the committee did not think this sum sufficient, and applied to the Government for the amount for purposes of investment, so that the Institution might enjoy the interest on the money. The original arrangement with the Peak Hospital to house and board the nurses

had continued for three years, but they had just been obliged to form a new agreement as to board for one year at an increased charge. The old agreement was \$1 50 per diem per nurse while she was out duty and in the Hospital, but the new one was \$2 under similar conditions. Besides, they wanted nurses to be an advertisement for their own institution, not for others. One of the Committee already had in view a site within a few yards of the tramway and with almost no levelling to be done. Messrs. Palmer and Turner deserved thanks for surveying it and drawing out plans free of cost. The Sub-committee then had approached the Government as to the possibility of obtaining the land free of premium and at a nominal Crown rent. The matter was under consideration of the Government and the Committee had every reason to be satisfied with the reception it received from the Officer Administering the Government. Assuming the site came free of premium, the building was estimated to cost \$5,244, and it was proposed it should be a three-roomed bungalow. To get a net return of seven per cent. they required a rental of \$45 per month on an invested capital of \$5714, after deducting Crown rent, insurance and repairs. The Committee reckoned that the annual expenditure in a building of their own amounted to \$3,328, while the income calculated on last year's basis was \$3,481, giving a small deficit of \$47. He would propose the following resolution:—"That this meeting is of opinion that it is necessary in the interests of the Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible."

Mr. M. SLADE in seconding the motion said that if it was not carried it would practically mean that they had no confidence in the Committee.

Dr. STEDMAN rose to oppose the resolution for different reasons. He felt it was being said that he filled the position of proprietor where the nurses lodged. Mrs. Dixon and himself had started the institution, and he had been President ever since the beginning. It was not well, he agreed, for a public institution to have nurses at a private institution, but they could not afford to put them at a hotel. Three years ago when they came out they (the Peak Hospital) offered to put them up at cost price, viz., \$30 a room, and \$1 a day for food, washing, clothes, servants, guests and coal. Working the expenses out it was found that each inmate of the Hospital cost \$2.90 per diem, so they came to the conclusion that these nurses were costing them about \$2 a day, and when they asked for \$2 the Committee turned on him like one man and said he was trying to make profit on the Institution. This had led up to the present motion. It had been said that there was no guarantee that prices would not be put up in another year. There was no guarantee. Could they say that prices in the Colony would not go up, or if the Peak Hospital failed, for instance, the nurses would have to go out. They could not look into the future. The building, it was said, could be built for \$5,000. It was to be built on Barker Road, where there was now a five roomed house—which cost \$18,000, or \$3,600 a room. That rate made their new home cost not \$5,000 but \$10,800. Their money invested was bringing in six per cent, so they had, also, to deduct that interest in their estimate. With all this expenditure it would cost more than at the Peak Hospital. They would have to make up the deficit from somewhere. Great difficulty had been experienced in getting subscriptions for the Institution. It was an institution for the better class of people, and it was not nice to tout for \$10 subscriptions for the better class. They had had to get subscriptions through their friends. Bachelors did not subscribe because when they got ill they went to Hospital and did not often have nurses in their private homes. If this scheme was put forward more subscriptions had to be got. Nurses, moreover, liked living at the Peak Hospital because they had the company of other nurses. He could not consent to the two nurses living by themselves; they must have someone to live with. The scheme would fail and they would lose the nurses altogether. If they had money to keep a matron he was with the Committee heart and soul.

The matter was then discussed. Boarding houses were found impracticable because they could not afford to let rooms for the number of days occupied, but preferred to let them by the month.

SIR PAUL CHATER said if the new house should even cost \$1,000 he would engage to go around and collect the deficit. He would personally put in their hands \$5,000 to meet the deficit for the next five years. (Applause.)

Considerable discussion between Dr. Stedman and Dr. Jordan followed, when Mr. DANBY interrupting the Chairman said that as Sir Paul Chater in his usual manner had made such a generous offer they had better strike while the iron was hot.

Mr. J. H. LEWIS thought they had better also provide for a matron in the house or there would be a lot of scandal in time.

Finally, after further discussion, the following amended resolution was put to the meeting and carried unanimously:—"That this meeting is of opinion that it is necessary in the interests of the Hongkong Nursing Institution that it should be provided with a building of its own to house its nurses and the Committee are hereby empowered to take such steps as they may deem necessary towards carrying out the object in view upon the most favourable terms possible, the success of the enterprise being guaranteed by the generous offer of Sir Paul Chater. Any such scheme that the Committee shall consider is to include provision for a matron."

HONGKONG GENERAL
CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of members of the Hongkong General Chamber of Commerce was held yesterday in the Chamber of Commerce, City Hall. Mr. E. A. Howett (chairman) presided, and there were also present Messrs. D. R. Law (vice-chairman), J. M. Smith, R. C. Wilcox, A. G. Wood, N. A. Sols and H. E. Tomkins (committee). Mr. A. R. Lowe (secretary), Messrs. A. Forbes, T. Cochran, W. B. Dixon, A. S. Mithra, E. W. Mitchell, E. H. Hinds, G. W. F. Playfair, W. D. Graham, J. R. Michael, A. Marti, Murray Stewart, O. I. Ellis, G. Currie, E. Ormiston, E. S. Whellier, H. Thompson, W. Danby, A. Haupt, H. Wickham, J. A. Raymond, G. C. Moxon, J. J. Leiria, H. P. White, D. E. Brown, W. S. Harrison, C. A. Tomes, H. Skott, and G. de Champagne.

The Secretary having read the notice calling the meeting.

The Chairman said—Gentlemen,—"The first business is a purely formal one—to confirm the report of the last annual meeting, 1903, and the report of a special meeting held on 12th August, 1903, with regard to the election of a representative of the Chamber of Commerce on the Legislative Council. The minutes of these meetings were published at the time and I take it you will hold them as read. I beg to move that these be confirmed."

Mr. D. R. Law seconded, and the motion was agreed to.

The Chairman said—Gentlemen,—"The reports and accounts of the Chamber for last year have been in your hands for some days and we will therefore with your permission take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903 and will then ask those members who may wish to do so to address the meeting. For sake of convenience I will take the various matters dealt with in the report in due order. The question of the proposed sugar convention has recently engaged the earnest attention of the Committee. In order that full protection under this convention be secured for our important local sugar industries, certain suggestions have been made to the Government here with a view to the possibilities of the future rather than to the actual needs of the present. At our last annual meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as pilots in the waters of the Colony should be licensed. As you are aware the Chamber has since urged this, and a bill has recently been before the Legislative Council dealing with this important question. The ordinance appears to fully meet the requirements of the case and we trust it will not be long before the pilots service is placed on a satisfactory footing. In August last His Excellency the British Minister to China while on his return to Peking, was good enough to agree to meet the Committee of the Chamber and in the report will be found the address presented to him which dealt with a number of important questions. Sir Ernest Satow fully discussed the various matters and expressed his desire to do all possible to further the interest of our trade with China and his readiness to give full consideration to such representations as the Chamber might make to him. Last summer the Viceroy of Canton being anxious to increase the revenue of the Province endeavored to revive the illegal taxation on foreign opium attempted the previous year by his predecessor. The excuse for this impost being one very generally put forward by the native officials when additional funds are required, viz.—"The payment of the war indemnity. A telegram was at once despatched to H. B. M. Charge d'Affaires at Peking protesting against this proposed violation of treaty and thanks to the prompt action of Mr. Towley and the British Consul General at Canton, the tax has been 'suspended,' but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds. As mentioned at our last annual meeting the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been agreed before us and a telegram has been sent to the London Chamber of Commerce protesting on behalf of this Colony against this proposal. The objections raised have been so universal among business communities that it is to be hoped this vexed question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that 'It was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard.' As a first step therefore towards a reform of the currency the Chambers of Commerce of Tientsin, Shanghai and Hongkong has been forwarded to the Diplomatic Body at Peking urging that no further time be lost in providing a uniform currency for China and the placing of the Provincial Mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction. From time to time attention has been directed to the Crown Agent system and some correspondence has passed on this subject between this Chamber and the Crown Agent, Ceylon. In order to clearly form an opinion on the matter, a series of questions was drawn up and presented by our Representative at the Legislative Council. While the Committee were not prepared to say that it would not be possible to effect improvements in the working of the system, they are of opinion that it is decidedly to the advantage of the Colony that the Crown Agent system should be continued. During the year under review several questions relating to the shipping interests of the Colony have engaged our attention. While it is admitted that regulations are necessary for dealing with vessels bringing explosives into the harbour, the Committee cannot but consider that the manner of enforcing the regulations constituted an unreasonable and vexatious restriction on the trade of the port and that the regulations might with perfect safety be modified. After considerable correspondence some slight concession was obtained from the Government and it now remains to be seen whether the result will prove satisfactory. The question of medical inspection of vessels is an old one, having been dealt with by the Committee in 1897 and again in 1901. After giving the scheme a fair trial the Committee are unanimously of opinion that the time has now arrived when the posts of Health Officer of the Port and his assistants should be held by officials devoting their entire time to the work, to the exclusion of private practice; in fact that the system should be here adopted which now obtains in many British Ports where the number of entrances and clearances is far smaller than in Hongkong, which now ranks as one of the largest shipping ports in the world. The Committee intend to again address the Government on this subject and trust that on further consideration the reasonableness of their request will be admitted. They feel convinced that in

this matter they can rely on the support of all those members of the Chamber who are directly interested in shipping. We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of steam warnings, and trust that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result in all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Immigrant Ordinance. This Bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect interests of shipowners trading with the Colony. A protest against this ordinance was unanimously signed by the shipping companies here represented and while the Bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee and we can only regret that the efforts of our representative in this direction were not more successful. I consider it necessary to specially direct attention to this Bill, as the whole prosperity of Hongkong so largely depends upon the facilities and encouragement given to shipping to visit the port. I fear that this fact is sometimes lost sight of and that from time to time attempts at legislation are suggested and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate form such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not impregnable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony I would refer to the opening of Kowloon as a treaty port, and the establishment of a route of ports of call on the West River to the benefit of the large and increasing native passenger traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavored to prevent difficulties arising in connection with the work of opening this port and also of the able assistance rendered by Mr. Fox, H. B. M. Consul. (Applause.) While on the question of new treaty ports I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantages which would accrue to the Colony through the opening of Waichow for foreign trade. As you will recollect, Article VIII of the Shanghai Treaty of 1902 provided for the opening of this city, but as it will probably be some time before this section of the Treaty becomes operative the Committee consider efforts should be made to have Waichow opened without further delay. I would add that in our opinion the Treaty port area should also include the sister city of Kwanshin. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year complaints of this nature have not been so frequent as in the past. During the last few weeks however there have been some cases of piracy and it is evident that the local Chinese officials have never attempted to seriously deal with this evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in the Canton River was last dealt with officially by this Chamber, we understood privately that matters were progressing favourably and that before long the barriers would be removed. We are glad to find that in this as in other matters of hope for improvement no advance has been made by the local Chinese officials. While most scrupulously exacting due observance of the terms of the Treaties limiting our relations with China, the native officials consistently evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it is to be hoped that the necessary steps will be taken to compel the Chinese to remove these barriers within the time stipulated by treaty. The improvement in the lighting of the Canton River is another question which requires attention, and while the reason to believe that the importance of this has not been lost sight of and that steps are being taken both by the Colonial Government and the Chinese Imperial Maritime Customs to deal with it. The great increase which has of recent years taken place in the steam traffic between Hongkong and Canton renders it more than ever necessary that this improvement should be effected with the least possible delay. Progress with the new Commercial Treaties with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The new Treaty of Commerce between the United States and Japan has been published and while objections have been made to certain omissions in the former, they are both in some respects improvements on the British Treaty. It is satisfactory to find that the payment of duties in silver is ensured under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature but so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with its rivals in the world's markets. I need only cite as an example one section of our business, viz. shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favorable treatment accorded to their shipping. (Applause.) This in the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds but nevertheless very nearly concerns the Colony, and the Committee will therefore continue to follow closely the movement at home and should it ultimately be decided to seriously deal with the whole question no doubt full opportunity will be offered us to give our views on any matter which is calculated to affect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong, while a British Colony, is chiefly a port of call for all shipping. Its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, the Philippines and other non-British territories, and consequently we must strain every nerve to attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view which may be possible or desirable in other outlying portions of our Empire. I have resorted to the last what I think you will all agree is to Hongkong the most important

question as far as this Colony is concerned that has arisen during the past few years although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause.) Throughout the whole of China we see now railways being projected and in some cases actually completed, mainly. I refer to say, by the enterprise of those other than British. The race is to the swift and we cannot grudge the well earned success of our commercial rivals who under other flags press forward where our British investors apparently fear to tread. The British investor I am informed on high authority does not care to put his money into railways in China and in view of the fact that our Government refuses to give us equal support it is not perhaps surprising that British concessions for railways in China languish while we see foreign capital freely spent in developing foreign concessions. The Under Secretary of State for Foreign Affairs is reported at a recent gathering in London to have made a statement to the following effect:—"Speaking on behalf of the Foreign Office, he says—'We are alive to the importance of railway development in civilising a country and in promoting its commercial development. As I have said, our Government has not yet decided to support it in China we had not ourselves administrative responsibility and the work must be done by the foresight motives and self-interest of private capitalists. This I think fully explains, and in a manner justifies, the attitude of the British investor. Whether or not the Under Secretary of State has been correctly reported I am not in a position to say but even though he may not have made use of the words above quoted the policy of the Foreign Office as understood by us is here clearly defined. The time has now arrived however when an exception should be made to this policy. The Colony depends upon its maintaining its position as a distributing centre for the trade of South China. This being the case it is imperative that the first railway line connecting Canton with the sea should be the Canton-Kowloon Railway. If funds for this line, estimated at a million and a half sterling, cannot be raised by other means, then our Foreign and Colonial Offices should join hands. This Colony should be allowed to guarantee for a term of years the interest on the capital required for the section of the line across the New Territory or if necessary should construct and own the line while the Home Government should for once in the interests of British trade in China, break through its traditions and guarantee the interest on the cost of that section outside the Colony. (Applause.) The distance is some where about 120 miles of which one-fifth would be in Hongkong territory and the cost of this section of the line would be about one-third of the whole. The importance of this question, both from a local and Imperial point of view, is so great that I make no apology for dealing at such length with the matter. Since our last meeting the war cloud which has been hanging over our heads for long has burst and we are glad to see two brave nations involved in a contest which whatever the result may be, must mean heavy loss in life and treasure to both. Already the result of this conflict has been severely felt by the business section of this community and we hope, not entirely on selfish grounds, that the struggle may be brief, tending to shorten the period of distress and to minimise the disastrous results of the war. Before I take my seat I feel I should like to refer to matters of more direct personal interest. Our late Governor, Sir Henry Blake, after many years spent here has now been transferred to another sphere of activity. A somewhat unusual circumstance in the removal of his successor but we were glad to find that H.M. Secretary of State has appointed for Administrator so experienced and able an official as the Colonial Secretary. (Applause.) Still another official who while not connected with the Government of Hongkong has been closely linked with the trade of the Colony has recently left us. I refer to Mr. James Scott, H.B.M. Consul General at Canton. It was with sincere regret we bade Mr. Scott farewell, particularly in view of his health having so seriously suffered during the discharge of his duties. I believe an Englishman saying that the best good reason to leave Mr. Scott was not to return to China and I take this opportunity therefore of placing on record our high appreciation of the energy and ability always displayed by him in the execution of his work. I feel confident that all those members of the Chamber who have had dealings with Mr. Scott will readily endorse what I say. (Applause.) While it is the object of this Chamber of Commerce to deal with all questions relating to our trade as they arise, and so far as may be to provide for future contingencies, it is well occasionally to give a glance backward and to recall those who have worked in the past and whose labours we now benefit. During the past year a very notable figure has disappeared from the scene, and while it is perhaps somewhat invidious to make special reference to one when so many did good work, still the unique position he occupied must be my excuse for mentioning the name of Admiral of the Fleet Sir Henry Keppel. Admiral Keppel as we all know specially distinguished himself in the earlier days of the Colony by his brilliant services under fire, and also against the piratical craft which were swarmed in these waters while he was here very closely connected with the history of Hongkong. He has now passed to his rest full of years and honours leaving behind him a reputation which all must regard as a high example of good service fearlessly rendered in the interests of the Empire. We have recently had before us in a forcible manner the advantages which lies with those who hold the command of the sea and it is good on occasion to recall the debt we owe to His Majesty's senior service and to remember that their presence here means security to our trade in these far distant waters and ensures the safety of all those who dwell under the shadow of our waving flag. (Applause.) I beg to move the adoption of the report and accounts."

Mr. E. S. Whellier—Mr. Chairman, I have very great pleasure indeed in seconding the proposal. I think that from the report and the Chairman's speech it must be evident to all the members of this Chamber that the commercial affairs of this Colony have been very well cared for, and our thanks are due to the Committee for the way in which they have looked after those things both great and small. There are one or two things which the Chairman has referred to which I would like to mention. Mr. Whellier said the question of explosives on board steamers I can only say it seems difficult to understand why it is that we do not have similar regulations here to those that exist elsewhere. The Government has not told us, as far as I understand, why special regulations are applied here. With regard to the Medical Officer of the Port we have so far as things go, and can be with a gentleman in private practice, perhaps as efficient a service as we can get, but for one of the biggest shipping centres in the world that service is not nearly good enough. My experience last year when I was travelling, and was in most of the ports in this part of the world two or three times was that on most occasions on which I visited Hongkong it took an immensely longer time than in any port in China or Japan, Manila or Port Arthur or Dally, for the medical officer to get on board the steamer; and I think that is an unsatisfactory state of affairs in one of the principal shipping ports in the world. (Applause.) Perhaps one of the most important points to which reference has been made is the currency question. Well, it is satisfactory to see that it is not quite asleep, but as I do not understand the currency I will leave that to somebody else. The most important thing to which the Chairman has referred, and it is one to which I do not notice any reference in the report, is the question of the Canton-Kowloon Railway. That, I think, is a question of absolutely vital importance to Hongkong. It is a question on which we may find the progress of Hongkong entirely rests. It is a question on which the vitality of Hongkong may depend, and I think it is one of those things which we should ask the committee to keep careful watch on to do everything they can to keep before the Government, and to do all they can to see that the present concessionaires do something. I believe there is no concession in British territory, and there must surely be some way of getting some activity put into this business. I believe that either shortly before or shortly after the concession was obtained, about five years ago, a concession was also obtained for a railway from Tientsin to Tsinan. I do not think there was much difference between the dates. And this railway of 250 miles is now in operation, yet nothing is done by the concessionaires to build the railway between here and Canton. I think this is a vitally important question. The China Association at their meeting referred to this question, and in their report the question was discussed. I said that the railway should go by way of Waichow. But that is a detail. What we want is a railway with its terminus in British Kowloon. It seems to me that the railway question is one of the very utmost importance. There is no place in China to which a railway is so important as it is to Hongkong and there is no place where there is less done to get it. (Applause.) I beg to second the motion."

Mr. J. R. Michael—Mr. Chairman, I am sure the members generally will agree with me that the record of work done during the past year has been very satisfactory, and the committee are to be congratulated upon the result of their labours. I am very glad to see that the heavy fluctuations of exchange, which continue in an even aggravated form, are now awakening some interest in the currency question. I sincerely trust that the efforts now being made by those affected and assisted by the powerful advocacy of the Chambers of Commerce here and in North China in support of the Commission on International Exchange from the United States of America to frame a workable scheme for securing stability of exchange will soon prove successful. I hope at any rate we shall soon learn that a possible basis for the currency of China has been evolved, and that we shall arrive in sight of some settlement of this great problem to the development of legitimate trade. There is another subject in which I am sure every person interested in the welfare of this Colony must take a keen interest. I allude to the projected Kowloon-Canton Railway. We want Mr. Chairman, those that enterprising removed from the domain of projects to that of accomplished facts. It is high time that the railway was completed instead of waiting for commencement. I hope the Chamber will use the whole weight of its influence with the Government to induce them to assist with that section of the line which has to pass through British territory. With this at any rate something can be done by us, and the sooner it is taken in hand the better. (Applause.)

Mr. Whellier—Mr. Chairman, with your permission I should like to read extracts of what I said in my report about the railway question as extracted from the circular of Messrs. Elder & Co., dated Shanghai, 22nd April—"A feature which is rapidly becoming noticeable in the Northern trade is the transference of business from Chefoo to Kiaochow; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same hoards in Kiaochow; it is said that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks." I think that emphasises the importance of railways. (Applause.)

The Chairman—Gentlemen, with regard to the remarks made by Mr. Whellier and Mr. Michael I can only say that the members of the committee of the Chamber fully realise, as I am sure we all do, the very vital importance which attaches to the subject of the construction of a railway connecting the trunk lines of China with this Colony. As I hope I have clearly in my remarks just now, the question hitherto has not been dealt with formally by the committee of this Chamber as certain concessions, we understood, were still in existence and these concessionaires were engaged upon the attempt to carry out their concession. But as it appears to be the wish of this Chamber as here represented that the committee should officially take up this question, I can only state that the committee for this year, whoever they may be, will, I am quite sure, deal with this very important matter. (Applause.) I may add that I have reason to believe that the Hongkong Government is as fully alive to the importance of this question as we are and that the facts stated by Mr. Whellier just now in an extract I think from Messrs. Elder's circular are admitted by us. As business men it is made clear to us that any port which is left out in the cold in the matter of railways must go to the wall, and Chefoo is a very good example of what will happen to Hongkong if we are not the first to be connected to China by railway. With regard to the currency question, as you know, the Chambers of Commerce of the three principal ports in this part of the world have addressed the Diplomatic Body on the subject, but beyond their polite sympathy nothing has been done, at present; but as we all know, the reform of China's currency is provided for by Treaty and it a matter which will be dealt with very promptly by the committee of this Chamber, who will continue to urge the importance of this upon the Diplomatic Body until we hope at no distant time reform will be accomplished. (Applause.)

The motion was agreed to.

The Chairman moved the confirmation of the election to membership of the following:—Messrs. Goddard and Douglas, Barretto & Co., Lamke and Rogge, E. F. Wilks & Co., Chun On Fire Insurance Co., Ltd., Shiu On S. S. Co., Ltd., Osaka Shosen Kaisha, Yura-China-Japan Line, China and Japan Telephone and Electric Co., Ltd., Deacon, Looker and Deacon, Mr. E. H. Sharp, K.C., Mr. G. C. Moxon, Mr. A. M. Eschbly, and Messrs D. McDonald & Co.

Mr. G. W. F. Playfair seconded, and the motion was agreed to.

Mr. A. Forbes moved the re-election of the committee for the ensuing year, with the exception that Hon. C. W. Dickson (who goes home shortly) be succeeded by Mr. W. J. Gresham.

Mr. J. R. Michael seconded, and the motion was agreed to.

This was all the formal business.

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17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

The CHAIRMAN thanked the members for the honour they had done the committee in re-electing them.

The meeting then ended.

A HONGKONG DAIRY.

It will be remembered that towards the end of last year, owing to an outbreak of disease among the cows at Kennedy's Dairy at East Point, the whole herd had to be destroyed, the healthy and unhealthy alike. No less than 32 animals died or were killed. After this unfortunate occurrence a thorough process of disinfecting and cleansing was carried out and preparations made for the importation of a new herd from Australia. Mr. Glendinning, who is in charge of the dairy, went down south to look out for suitable animals and returned not long ago with a herd of 20. With scarcely any exceptions the cows withstood the trials of the voyage remarkably well, and they are now in fine condition. Further additions to the herd will follow. During his visit to Australia Mr. Glendinning visited—and indeed got some of the animals from—the famous Hawkesbury Agricultural College and Experimental Farm near Richmond, N.S.W., where all the modern methods and apparatus applicable to dairy farming are to be found employed; this establishment, the Principal of which is Mr. H. W. Potts, F.C.S., F.L.S., annually turns out a large number of students thoroughly versed in the several branches of agricultural science and practice. The byres at East Point are large, airy buildings, and the dairy is well equipped in every respect. Fresh grass for the cows comes from Sokumpo Valley.

GENERAL'S BRAVE ACT.

While a sepoy of the 65th Carnatic Light Infantry was under arrest in the Residency guard room at Hyderabad he suddenly snatched up a rifle and a bandolier full of cartridges, shot the native officer on duty, and ran out firing at everyone he met. He had already wounded another native officer, two sepoy, an old woman, and a barber (who has since died, when British General Beaton, Inspector-General of the Imperial Service Troops, went out and faced him unarmed, telling him quietly to lay down his rifle and state his grievance. The man excitedly refused, saying he would not harm General Beaton, but intended to shoot the officer commanding his company. As the man continued to hold his rifle in a threatening position and announced that he had nine shots left, the last to be for himself, the General gave a sepoy standing near the order to fire, which was promptly obeyed, the murderer falling shot through the lower part of the body.

CHINA'S PROPER POLICY.

SIR ROBERT HART'S ADVICE.

There was published a lengthy scheme drawn up by Sir Robert Hart as to how Tls. 400,000,000 might be easily raised. The following are, briefly, his suggestions as to how this money might be expended.

1. China should raise 4 grand divisions as a standing army, one in Peking, one in Nanking, one in Hu-kwang, and one in Liang-kwang, each to be composed of 50,000 men with 1,800 officers, the 4 divisions to represent a grand total expenditure of Tls. 24,000,000. Four high military colleges should also be established at an outlay of Tls. 2,000,000 per annum; and Tls. 3,000,000 should be set aside for the purchase or manufacture of modern arms and ammunition every year. If the Imperial army be reformed on these lines, China would have at least 500,000 soldiers within the next ten years.

2. China should not only organise her land forces, but she should reorganise her navy, which should form three grand squadrons, one in Peking, one in Nanking, and the other available for any point at any time. Each of these squadrons should be composed of 80 vessels, including battleships, cruisers, and torpedo-boats, with a complement of 10,500 men and an expenditure of Tls. 1,650,000 for each squadron. The expenditure for war vessels, Naval Colleges, etc., might be estimated as Tls. 30,000,000 per annum.

3. Four big arsenals should be established at a cost of Tls. 10,000,000 per annum.

4. The pay of all civil officials should be increased throughout the Empire, and Tls. 160,000,000 should be set aside for this purpose so that in time the whole Government system would be reformed.

5. Colleges and schools for modern education should be estimated for at Tls. 10,000,000 per annum.

6. Another Tls. 10,000,000 should be devoted to the improvement and extension of the postal service and

7. Tls. 5,000,000 be allowed for the extension and improvement of Imperial Telegraphs.

8. Following the custom of European countries, Tls. 10,000,000 might be reserved for the expense of the Imperial Palace, and after all these things had been done there would still be a balance of some Tls. 74,000,000 in the Board of Revenue for emergencies, and in addition to the Tls. 400,000,000 under discussion the Government can command at least Tls. 50,000,000 from other sources, which should be devoted to the payment of the foreign indemnities.—P. & P. Times.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.15 a.m. The barometer has risen at all stations but more particularly in Japan. The greatest pressure is now found in the Yangtze valley and the least in the Philippines.

Gradients are moderate on the China Coast and rather less pronounced in the northern part of the China Sea.

Moderate to fresh NE. winds will be experienced in the Formosa Channel and moderate E. to NE. winds in the China Sea.

Forecast:—Moderate E. to NE. winds overcast, misty.



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TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

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POPULAR
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12, QUEEN'S ROAD CENTRAL. [41]

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Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

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31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

DR. M. H. CHAUN.

27, DES VŒUX ROAD CENTRAL HONGKONG.
From the University of Pennsylvania U.S.A.
Hongkong, 14th March, 1903 [64]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vœux Road, where our Representatives have established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Barcelona and Manila.

Hongkong, 20th April, 1904. [1054]

ROBINSON PIANO Co. LD.



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REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash OR Credit.

Hongkong, 6th April, 1904.

[640]

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A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTAB-
LISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

SUPREME COURT.

Wednesday, 27th April.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMME SMITH
(PUNISHING JUDGE).

A WASHMAN'S CLAIM.

The Chow Koo firm of washmen, 13, Jar-
dine's Bazaar, sued B. H. Macke, Hotel America,
for \$47.66 in respect of washing 2,383 pieces of
clothes, between 2nd and 23rd February last,
for the defendant. Mr. D. V. Stevenson, of
Messrs. Deacon, Looker and Deacon, solicitors,
appeared for the plaintiff, and Mr. P. W. Gold-
ring, of Mr. J. Hastings, solicitor, for the
defendant. The defence was that the bill was
for the washing of the hotel, of which defendant
was not the proprietor, but was only a resident
there.

His Lordship after hearing evidence gave
judgment for the defendant with costs.

POLICE COURT.

Wednesday, 27th April.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

A DISORDERLY WOMAN.

The proprietress of Zeland House charged
a Mrs. Kennedy with causing a disturbance at
her boarding-house by behaving in a disorderly
manner and using abusive language. The
woman was convicted. She had been charged
twice before for disorderly behaviour, being
bailed out on each occasion. Not appearing, the
bail had been forfeited, but the Magistrate did
not issue warrants for her arrest. He sentenced
her to \$10 or seven days, and a bond of \$100
for good behaviour for three months.

ALLEGED KIDNAPING.

A Chinese constable was out for a walk on the
evening of the 25th inst., in Aberdeen Street,
when a woman came up and offered to sell him
a Chinese youth for \$35. The constable ac-
quiesced, asking her if she had any more to sell.
She answered that she had sold one already for
\$40, to a woman residing at 58, Aberdeen, but
the money had not been paid.

"If you come along with me," said the con-
stable, "I will let you have the money."

The woman was taken to the police-station
and charged, under the Emigration Ordinance,
with, together with others not in custody, unlaw-
fully intimidating and fraudulently deceiving
children into this Colony.

The two youngsters—there is another not yet
traced—boys of 14 years of age, are from some-
where between Annam and Hok Loong. They
were brought to Hongkong in a steamer by way
of Hoihow.

The case was remanded.

LATE TELEGRAMS.

[VIA CEYLON AND RANGOON.]

THE ANGLO-FRENCH AGREEMENT.

London, 9th April.

The Anglo-French agreement is very gener-
ally approved in Great Britain and France.

The London Press, except the *Morning Post*,
congratulates the Government on what the
Daily Telegraph describes as the most satisfac-
tory diplomatic incident recorded for centuries.
The *Daily News* unreservedly praises the
Government and Lord Lansdowne on signing
one of the most splendid instruments to which
statesman ever set hands. The *Morning Post*
is amazed and angry, particularly regarding
Morocco, for which France concedes nothing
adequate in Egypt.

The agreement is hailed with unreserved
satisfaction in political and diplomatic circles
in Paris. The French Press expresses sincere
joy that a clear situation is now established
regarding Egypt, Morocco, and Newfoundland.
One stipulation provides that no fortifications
be erected on the coast opposite Gibraltar, from
Melilla to the River Setu.

The Spanish Press comments bitterly upon
the Anglo-French agreement, which it describes
as the despoilment of Spain, and attacked the
Spanish Cabinet for not leading Spanish in-
terests in Morocco while intent upon conquest
in Catalonia.

London, 10th April.

German papers regard the Anglo-French
Agreement with an unfriendly eye, and hasten
to remind Russia that her ally is concluding
close agreements with her political antagonist.
The Italian Press rejoices at the agreement
as being the most important diplomatic in-
strument of the century. It is pointed out that
Italian interests in the Mediterranean do not
conflict with those of either Power.

London, 11th April.

The general effect of the Anglo-French
agreement in Africa is that Great Britain
gives 8,000 square miles in Sokoto and gives
landing places in Gambia, thus giving ships
access to the French territory.

DISCOURTESY TO LORD CURZON PUNISHED.

London, 11th April.

A telegram from Jidda, received at S. Peters-
burg, states that Ahmedullah, the Governor-
General of Lar, has been dismissed for not

going to Lord Curzon's ship to meet him on
the occasion of his visit to the Persian Gulf.
SOMALILAND.

Bombay, 11th April.

Letters from Somaliland show that, in spite of
the many assurances received that the friendly
tribes of Warsangeli would not allow the
Mullah and his men to come into their
territory, the Mullah has fled via the Gebi
River and has received caravans of rice and
clothes from Warsangeli ports. Our forces
arrived at Darbar-Jibelli on the 21st instant,
only to find that the enemy had made up their
minds not to stand and fight. The passive
attitude of the Warsangelis is very disappoint-
ing. Had they resolutely fought against the
Mullah, he would have received a crushing blow,
and his following practically annihilated. As
it is, he will probably escape with his mount-
ed men on either the East or West of Habin.

COOPER'S HILL.

Allahabad, 15th April.

The official intimation regarding the main-
tenance of Cooper's Hill College does not yet
seem to have reached the Government of India,
but it is believed the recent statement in the
Times is correct.

HIGHER EDUCATION OF ARMY OFFICERS.

Calcutta, 12th April.

Lord Kitchener has issued a long and im-
portant memorandum on the higher training
and education of officers and troops for war,
based on the experiences of South Africa and
observations in India.

The system of Garrison classes is condemned.
In future the military education of officers
must be imparted within their Regiments, and
they must go thence direct for examinations.
Greater responsibility is thrown on Command-
ing Officers for failure.

Generals will be expected to do more than
criticise. They must be able and ready to apply
the remedy needed. The efficiency of Staff
officers must be increased by means of higher
education, and there must be a recognition of a
proper, logical allotment of duties during
peace as a practical training for war.

Lord Kitchener hopes that sanction will
shortly be given for the establishment of a
Staff College for India.

The Secretary of State has sanctioned the
rearrangement of the Staff, whereby each first-
class district in India will have two Staff
officers, one Assistant Adjutant-General, and
one Deputy Assistant Adjutant-General.

There will be four second-class districts, viz.,
Bombay, Derajat, Sirhind and Rohilkhand or
their equivalents.

Under the revised method of distribution
they will each have two Deputy Assistant
Adjutant-Generals and one Brigadier Major.
The remaining second-class districts will have
one Deputy Assistant Adjutant-General and
one Brigadier Major.

In training troops, the juniors will be given
every opportunity of exercising independent
command. This system will be carried up
through all the ranks. The Cavalry must
realise that the old order has changed, and that
the lance or sword has become auxiliary to the
rifle.

Opportunities will still occur on the modern
battlefield, when a well-delivered charge may
turn the fortunes of the day. For such our
Cavalry must be trained and prepared, but these
occasions will be few and far between; while,
on the other hand, the Cavalry leader of the future
may continually be able to render valuable
assistance to his General by judicious disposition
and a bold use of his mobile mounted force.

After references to the Artillery and In-
fantry, the memorandum concludes—"True
combination and discipline, with the proper
exercise of individual intelligence and initiative,
cannot fail to give the Army in which these
qualities have been inculcated a decided
superiority over one in which they have been
neglected."

SHIPPING NOTES.

A MACAO NOTICE.

Senor A. A. Branco, Captain of the Port of
Macao, gives notice that the Guia Light at
Macao will not be exhibited on the nights of the
28th (to-night) and 29th inst. It will be
substituted by a fixed white light, visible five
miles.

DIRTY WEATHER.

The P. & O. s.s. *Palawan*, Capt. J. D.
Andrews, R.N.R., arrived from Yokohama and
Shanghai yesterday. She had aboard 46 cabin
passengers, 22 European deck, and a couple of
Assamites. Her cargo consisted of 500 tons for
Hongkong, 2,200 for Europe and elsewhere.
Fog and rain was experienced on the passage
from Shanghai.

BELTS OF FOG.

The Indo-China s.s. *Choyang*, on the Shang-
hai-Canton run, arrived from the North yester-
day. Capt. H. J. Roope reports light variable
winds and occasional fog. The ship brought
down 62 Chinese passengers and three
Europeans. Her cargo consisted of 400 tons
of general for Hongkong, 1,000 tons for Canton.

THE GERMAN MAIL.

The N.D.L. s.s. *Bayern*, from Europe with
the mail, reports fine weather from Singapore.
On arriving at Hongkong she had 174 cabin

MUSCLE: HOW TO BUILD IT UP.

WHEN you move your finger, or turn
your head, you bring into play certain
muscles, which are slightly worn by the process.
The circulation of the blood brings fresh
nourishment to the fibres of the muscles, and
the waste which the movements have occasioned
is made good in the ensuing interval of rest.
The muscles of our body, upon which our
strength depends, being thus fed and strength-
ened by the blood, it behooves us to see that the
latter contains the proper nourishment for that
purpose. Pure food and drink are the secrets
of pure blood, and therefore you should take as
your drink Van Houten's Cocoa, which is
perfectly pure, and extremely nourishing. It
contains just the material required by the blood
for building up the muscles, and being of a
slightly stimulating character, it helps forward
the work of reparation. [Advt.]

passengers, 500 tons of cargo for this port, and
2,000 tons for elsewhere.

A TELEGRAPH SHIP.
The Telegraph steamer *Store Nordiske*
arrived from Tromsø yesterday. She left port
(Tromsø) on the 25th inst.

MISCELLANEOUS.
The s.s. *Oriel* from Moji brought 4,437 tons
of coal for Messrs. Bradley & Co.

The Indo-China s.s. *Tungtung* from Chang-
king and Wuhu had 37 tons of general for
Hongkong, 1,500 tons for elsewhere.

The s.s. *Bennett*—Agents, Messrs. Gibb,
Livingston & Co.—arrived yesterday with 500
tons of general for Hongkong, 2,000 tons for
elsewhere.

The s.s. *Madeline Rickmers* has arrived from
Bangkok with 2,000 tons of rice for Messrs.
Butterfield and Swire.

The s.s. *No. 2 Chippa Maru* arrived from
Moji yesterday with 1,440 tons of coal for
Japanese consignees.

The s.s. *Altika* arrived from Swatow in bal-
last yesterday.

The s.s. *J. Dieckmann* arrived from Hoihow
and Haiphong yesterday with 900 tons of cargo
for Messrs. Jobson & Co.

The Dutch s.s. *Tilapat* arrived from Ma-
cassar and Sourabaya yesterday. She has 1,700
tons of cargo for Hongkong, 2,500 for elsewhere.

**ROWLAND'S
KALYDOR
FOR THE SKIN**

Produces soft, fair, delicate skin, heals all
cutaneous eruptions, and insures a lovely
complexion for all who use it.
22, 4th, of Serravallo and Chemists.

[638-2]

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YOKOHAMA: M. ASADA.

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perial Japanese Navy and Foreign Navies; the
Imperial Armies; the Imperial Railway;
Sanyo, Kinshu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinan, Namsuta and Kami-Yamada
Collieries and also Hojo Colliery, which will
be ready to produce on a large scale the best Puzos
Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)
and Matsubashi Coals.
The Head and Branch Offices and the Agencies
of the Company will receive any order for
Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to
1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts of the Takashima
Colliery have been completed and this well-
known best and most economical steam coal in
the East is now produced in abundance and
can be supplied in any quantity.

Hongkong, 26th April, 1904. [1102]

3 DAYS ONLY.

THE fees for the "UP-TO-DATE

SHORTHAND" will be increased.

As the last day of April is on an early
closing day, and Sunday is the last of May, the
payment of \$30 to completion for the full course
of 21 lessons may be made not later than Mon-
day next. If you enrol before that date you
may take your lessons at your leisure—in a
month, or 6 months.

The dull pupil pays no more than the bright
one. Pupils must be perfect in the 1st lesson
before we supply a second.

It may be learned quite as well by post as
attending the Studios at Hongkong or Canton.
It is not a school or a class; you come for ten
minutes, take your lesson, and return smiling
for the next. It is so easy you laugh at its
simplicity. Those who say "It's no good" ask
them their authority. Those who say "It's a
fraud," ask for proof. Bring such sceptics to
me, please.

Business Training Studios, Hongkong
(near G.P.O.)
Canton—144, Shamoon.
WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [590-661]

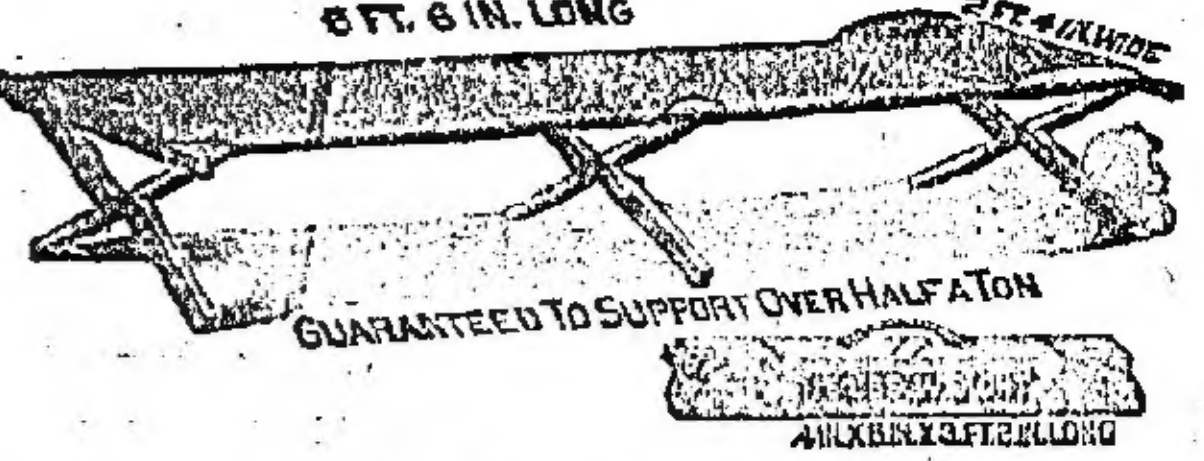
ON SALE.

MAP OF THE SIKIANG OR WEST
RIVER
From Hongkong to Wuchow, etc.,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents Cash.

Hongkong, 1st April, 1907

LANE, CRAWFORD & CO. FOLDING CANVAS CAMP BEDSTEADS

THE MOST
PORTABLE
CAMP BED-
STEAD EVER
MADE.



\$9 each.

CLOSED.

THIN TROPICAL BLANKETS, \$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

JAPAN COALS.

**NETSUI BUSSAN KAISHA
NETSUI & CO.**

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—31, LIME STREET, E.C.
HONGKONG BRANCH:—PRING'S BUILDINGS, 108 HOUSS STREET

OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kyoto, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Maiduru Miike, Hakodate, Taipei, &c.

Telegraphic Address: "NETSUI" (A.B.C. and A 1 Ccd's)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mamoda, Manoura, Onoura Otsuji,
Sasahara Tamakuro, Yoshinotani, Yoshio, Yunkobara, and other Coals.
N. INUZUKA, Manager, Hongkong

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly
and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.

STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [3394]

TAKE NOTICE that Vaccination is per-
formed free of charge at the Government
Civil Hospital, Tung Wah Hospital, Alice
Memorial Hospital and Nethercole Hospital
on the days and at the times specified below and
that you are strongly advised to avail your-
selves of this privilege and attend at one of
these places with your children to be vaccinated
in order to protect yourselves from smallpox.
THOS. A. HAMMER,
Acting Secretary.

GOVERNMENT CIVIL HOSPITAL.—Every day
except Sunday from 2 to 4 P.M.
TUNG WAH HOSPITAL.—On the 1st day of the
month (Chinese reckoning) and every other
day subsequently at 10 A.M.
ALICE MEMORIAL HOSPITAL.—On Mondays
and Thursdays at 12 NOON.
NETHERSOLE HOSPITAL.—On Wednesdays and
Saturdays at 11 A.M. [1084]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE GROWN
TARPAULING
ARNHOLD, KARBEG & CO.
Sole Agents.
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 13th May, 1903. [50]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. BUTTONJEE'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash. [3518]

NOTICES OF FIRMS

WE have This Day authorised Mr.
J. W. C. BONNAR to SIGN the
name of our Firm in Hongkong and China, by
procuration.
GIBB, LIVINGSTON & CO.
Hongkong, 2nd April, 1904. [1083]

THE CHINA FIRE INSURANCE CO., LD

NOTICE.

FROM This Date, and during the Absence
of Mr. G. L. TOMLIN from the
Colony, Mr. C. PEMBERTON has been
appointed ACTING SECRETARY to the
Company.
E. GOETZ,
Chairman.
Hongkong, 30th March, 1904. [892]

BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahjen's Genuine Com-
position Red Band Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

SHIPPING.

ARRIVALS.

| | |
|---|--|
| April 26, FRANZ FERDINAND, Aust. str., 3,841, C. Matovich, Kobe 20th April, General—HARRIS, WILSON & Co. | |
| April 27, BENNETT, British str., 1,935, A. Webster, London 13th March, General—GIBB, LIVINGSTON & Co. | |
| April 27, CHRYSEIS, British str., 1,424, H. J. Roop, Shanghai 24th April, General—JARDINE, MATHESON & Co. | |
| April 27, JACOB DIEDERICHSEN, German str., 623, B. Ohlson, Haiphong and Hoihow 20th April, General—JENSEN & Co. | |
| April 27, PALAWAN, British str., 2,995, J. D. Andrews, n.e.r., Shanghai 23rd April, General—P. & O. S. N. Co. | |
| April 27, PINGUEY, British str., 6,457, E. Warrall, Tacoma and Nagasaki 23rd April, General—BUTTERFIELD & SWIRE. | |
| April 27, STOR, NORDBIKE, Danish str., 596, E. Svensen, Tourane 25th April, Cable—G. N. TELEGRAPH CO. | |
| April 27, TIGER, German gunboat, 900, Dumlum, Amoy 25th April. | |
| April 27, TINGSANG, British str., 1,045, F. Wheeler, Wuhu 20th April, and Chinkiang 22nd, General—JARDINE, MATHESON & Co. | |
| April 27, TULATJAP, Dutch str., 2,475, H. Koops, Macassar 19th April, General—HOLLAND-CHINA TRADING CO. | |

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
27th April.
Anglin, British str., for Swatow.
China, German str., for Saigon.
Nithdale, British str., for Kobe.

DEPARTURES.

26th April.
SADO MARU, Japanese str., for Japan.
27th April.
ATHENIAN, British str., for Vancouver.
BAYERN, German str., for Shanghai.
COULSON, British str., for Sasebo.
DEIMA, German str., for Suifu.
FOYLE, British str., for Kobe.
HONGKONG, French str., for Haiphong.
KORICHANG, German str., for Bangkok.
KWANTAN, Chinese str., for Shanghai.
LOKANG, British str., for Bangkok.
NORBERTA, British str., for Moji.
PRINZ HEINRICH, German str., for Europe.
SHEWAN, British str., for Amoy.
STRASSBURG, German str., for Shanghai.
TRIUMPH, German str., for Coast Ports.
WHANPOA, British str., for Shanghai.

VESSELS IN DOCK.

27th April.
ABERDEEN DOCKS.—H. I. G. M. S. Moewe, Adamastor, Hailan, Secard, Apennine, Taiyang, Houtan, Amara, U.S.S. Monterey, H.M.S. Cosmopolitan Dock—

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAMFOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"FRANZ FERDINAND."
Captain Matovich, will be despatched as above TO-DAY, the 28th inst., p.m.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 23rd April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ERNEST SIMONS."
Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 26th April, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP (via SUEZ CANAL).
THE Steamship

"BENALDER."
Captain McIntosh, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th April, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"RAS ISSA."
will be despatched for the above ports on THURSDAY, the 28th May.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 26th April, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."
Capt. Wm. Robinson, of 1035 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Mens ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO. LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---------------|-------------|-----------------|------------------------|---------------------|
| LONDON & ANTWERP, via SINGAPORE, & CO. | PALAWAN | Brit. str. | J. D. Andrews | P. & O. S. N. Co. | About 27th inst. |
| LONDON, & CO. via PORTS OF CALL. | MAZDA | Brit. str. | C. L. Daniel | P. & O. S. N. Co. | 7th May, at Noon. |
| LONDON & ANTWERP (via SUEZ CANAL). | BENALDER | Brit. str. | McIntosh | GIBB, LIVINGSTON & Co. | About 7th May. |
| LONDON & ANTWERP. | ANTENOR | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 10th May. |
| LONDON & ANTWERP. | ALCIBIOUS | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 24th May. |
| LONDON & ANTWERP. | PROMETHEUS | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 7th June. |
| MARSEILLES, & CO. via PORTS OF CALL. | ANNAM | Frans. str. | R. Girard | MESSAGERIES MARITIMES | 3rd May, at 1 p.m. |
| BREMEN, via PORTS OF CALL. | BAYERN | Ger. str. | R. Heintze | MELCHERS & Co. | 25th May, at Noon. |
| HAYRE & HAMBURG | ARTEMISIA | Ger. str. | Gronmeyer | HAMBURG-AMERIKA LINIE | 12th May. |
| HAYRE & HAMBURG | MARBURG | Ger. str. | Stern | HAMBURG-AMERIKA LINIE | 17th May. |
| HAYRE & HAMBURG | STREASBURG | Ger. str. | Madsen | HAMBURG-AMERIKA LINIE | 31st May. |
| HAYRE & HAMBURG | SEGOWIA | Ger. str. | Förck | HAMBURG-AMERIKA LINIE | 14th June. |
| HAYRE & HAMBURG | NURNBERG | Ger. str. | Jaburg | HAMBURG-AMERIKA LINIE | 14th June. |
| TRIESTE, & CO. via SINGAPORE, & CO. | F. FERDINAND | Aust. str. | Matovich | SANDER, WIELER & Co. | To-day, p.m. |
| GENOA, MARSEILLES & LIVERPOOL. | DECALOG | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 23rd June. |
| NEW YORK, via PORTS & SUEZ CANAL. | SHIMOSA | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 14th June. |
| NEW YORK, via SUEZ CANAL. | BENZ HUEL | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 14th June. |
| NEW YORK, via SUEZ CANAL. | RAS ISSA | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | About early May. |
| VANCOUVER, via SHANGHAI, & CO. | E. OF JAPAN | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | About 12th May. |
| VANCOUVER, via SHANGHAI, & CO. | TARTAR | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 26th May. |
| VICTORIA (B.C.) & SEATTLE via N'GAKI, & CO. | CALCHAS | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 11th May. |
| VICTORIA (B.C.) & TACOMA via N'GAKI, & CO. | SHAWMUT | Brit. str. | W. M. Smith | BUTTERFIELD & SWIRE | 21st May. |
| AUSTRALIAN PORTS | TRINAN | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 9th May. |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 11th May, Noon. |
| YOKOHAMA, via SHANGHAI, MOI & KOBE | PERA | Brit. str. | A. L. Valentini | P. & O. S. N. Co. | About 2nd May. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 11th May. |
| SHANGHAI, KOBE & YOKOHAMA | E. SIMONS | Brit. str. | Bourdon | MESSAGERIES MARITIMES | About 2nd May. |
| SHANGHAI | SIMLA | Brit. str. | F. B. Summers | P. & O. S. N. Co. | About 8th May. |
| NINGPO & SHANGHAI | IGRANO | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 30th inst. |
| POOCHOW, via SWATOW & AMOY | TRIUMPH | Jap. str. | A. Hansen | OSAKA SHOSHEN KAISHA | 11th May, 10 a.m. |
| TAMUI, via SWATOW & AMOY | M. STRUVE | Jap. str. | T. Brandt | OSAKA SHOSHEN KAISHA | 1st May, 10 a.m. |
| TAMUI, via SWATOW & AMOY | FAITHFUL | Jap. str. | H. A. Haraldsen | OSAKA SHOSHEN KAISHA | 8th May, 10 a.m. |
| ANPING, via SWATOW & AMOY | TRIUMPH | Jap. str. | H. Kraft | OSAKA SHOSHEN KAISHA | 4th May, 10 a.m. |
| SWATOW & TIENTSIN | CHIRLI | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | 7th May. |
| MANILA | SUNOKIANG | Brit. str. | McIntosh | BUTTERFIELD & SWIRE | To-morrow. |
| MANILA DIRECT | RUH | Brit. str. | R. W. Almond | SHEWAN, TOMES & Co. | 30th inst., 10 a.m. |
| MANILA DIRECT | SHAWMUT | Brit. str. | W. M. Smith | DODWELL & Co. LD. | About 3rd May. |
| MANILA DIRECT | ZAFIRO | Brit. str. | R. Rodger | SHEWAN, TOMES & Co. | 7th May, 10 a.m. |
| CEBU & LORO | WUCHANG | Brit. str. | Helms | GIBB, LIVINGSTON & Co. | 11th May, at Noon. |

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAMFOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 p.m., the Company's Steamship "ANNAM," Captain R. Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Nora," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marcellus, and accepted in transit through Marcellus for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd May. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 21st April, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship

"EMPIRE."
Captain Helms, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried. N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st April, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th April, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
251 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO. LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
R.M.S. "TARTAR" ... 4,225 Tons ... SATURDAY, 21st May.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.
Hongkong to London, 1st Class, ... via St. Lawrence 240 ... via New York 252.
Intermediate on Steamers, ... 240. " " 242.
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | Tons | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|---------------|----------------|---------------------------|
| RUBI | 2540 | R. W. Almond | Manila direct. | Sat., 30th April, 10 a.m. |
| ZAFIRO | 2540 | R. Rodger | Manila direct. | Sat., 7th May, 10 a.m. |
| PERLA | 1980 | A. H. Nottley | | |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 25th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATE. |
|------------|---|------------------------------------|
| ARTEMISIA | HAYRE and HAMBURG (Calling at Singapore and Colombo) | On 12th May. Freight. |
| MAEBURG | HAYRE, BREMEN and HAMBURG (Calling at Singapore and Penang) | On 17th May. Freight. |
| STREASBURG | HAYRE and HAMBURG (Calling at Singapore and Colombo) | On 31st May. Freight & Passengers. |
| SEGOWIA | HAYRE and HAMBURG (Calling at Singapore and Penang) | On 14th June. Freight. |
| NURNBERG | HAYRE and HAMBURG (Calling at Singapore and Colombo) | On 23rd June. Freight. |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOI, KOBE and YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | Tons | CAPTAIN | TO SAIL ON |
|------------|-------|---------|------------|
| "ARABIA" | 4,483 | | |
| "ARAGONIA" | 5,198 | | |
| "NUMANTIA" | 4,870 | | |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 29th March, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|------------------------------|-------------|---------------------------------|
| TAMUI, via SWATOW AND AMOY | "M. STRUVE" | SUNDAY, 1st May, at 10 a.m. |
| ANPING, via SWATOW AND AMOY | "TRITOS" | WEDNESDAY, 4th May, at 10 a.m. |
| TAMUI, via SWATOW AND AMOY | "H. KRAFT" | SUNDAY, 8th May, at 10 a.m. |
| FOOCHOW, via SWATOW AND AMOY | "FRITHJOF" | WEDNESDAY, 11th May, at 10 a.m. |
| | "TRIUMPH" | WEDNESDAY, 11th May, at 10 a.m. |

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 28th April, 1904.

T. ARIMA, Manager.

15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| STEAMERS. | SAILING DATES. |
|-----------------------|----------------|
| BAYERN | 25th May |
| OLDENBURG | ... |
| SACHSEN | ... |
| ZIETEN | ... |
| SEYDLITZ | ... |
| ROON | ... |
| PREUSSEN | ... |
| PRINZ REGENT LUITPOLD | ... |
| PRINZ HEINRICH | ... |
| GNEISENAU | ... |
| BAYERN | ... |
| SACHSEN | ... |
| ZIETEN | ... |
| PRINZESS ALICE | ... |
| PRINZ REGENT LUITPOLD | ... |
| PREUSSEN | ... |
| PRINZ EITEL FRIEDRICH | ... |
| PRINZ HEINRICH | ... |

ON WEDNESDAY, the 25th day of MAY, 1904, at Noon, the Steamship "BAYERN," Captain R. Heintze, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.
Hongkong, 28th April, 1904.

15

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|-------------|--------------|
| GLASGOW and LIVERPOOL | "DEUCALION" | On 1st May. |
| GLASGOW and LIVERPOOL | "ULYSSES" | On 7th May. |
| GLASGOW and LIVERPOOL | "TEENKAI" | On 13th May. |
| GLASGOW and LIVERPOOL | "CALCHAS" | On 15th May. |
| GLASGOW and LIVERPOOL | "DARDANUS" | On 21st May. |
| GLASGOW and LIVERPOOL | "YAN-TSZE" | On 23rd May. |
| GLASGOW and LIVERPOOL | "DIOMEDES" | On 3rd June. |

HOMEWARDS.

| FROM | STEAMERS | TO SAIL |
|---------------------------------|--------------|---------------|
| LONDON and ANTWERP | "ANTENOR" | On 10th May. |
| GENOA, MARSEILLES and LIVERPOOL | "ACHILLES" | On 20th May. |
| LONDON and ANTWERP | "ALCIBIUS" | On 24th May. |
| LONDON and ANTWERP | "PROMETHEUS" | On 7th June. |
| GENOA, MARSEILLES and LIVERPOOL | "DEUCALION" | On 14th June. |

TRANS-PACIFIC SERVICE.

| FROM | STEAMERS | TO SAIL |
|---|-----------|--------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | "CALCHAS" | On 17th May. |

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1904.

CHINA NAVIGATION CO. LIMITED.

| FROM | STEAMERS | TO SAIL |
|--|-------------|----------------------|
| MANILA and ILOILO | "WUZHANG" | On 29th April, Noon. |
| MANILA and SHANGHAI | "SUNGKIANG" | On 29th April. |
| SHANGHAI and TIENTSIN | "TAIWAN" | On 2nd May. |
| SHANGHAI and TIENTSIN | "CHIHAI" | On 7th May. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, MELBOURNE and SYDNEY | "TSINAN" | On 9th May. |
| YOKOHAMA and KOBE | "CHANGSHA" | On 11th May. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th April, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th MAY, at Noon, taking passengers and cargo for the above ports.
Sails and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th April, 1904.

NATAL LINE OF STEAMERS.

The undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA, CEYLON, and the East Indies, sailing from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodious Steamer "PAUL BEAU"
Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.
The S.S. "CHARLES HARDOUIN,"
Captain Nod, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
These two magnificent and up-to-date steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$3.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
The Company's Wharf is at the end of Queen Street, Praya West.
For further particulars, apply to
J. L. LAUREL, Agent,
The Pharmacy, Queen's Road Central,
Hongkong, 23rd March, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.
About
"SHIMOSA" ... early May
"SAITAMA" ... 31st May
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 23rd April, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAT"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street,
Hongkong 8th September, 1903.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

TRADE MARK
BEER
IS THE WORLD'S
LARGEST BEVERAGE
QUANTITY AND
QUALITY

(This Beer is brewed of best Saager Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.)
F. BLACKHEAD & CO.,
Sole Agents.
Hongkong 25th July, 1903.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1903. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office, Hongkong, 25th March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 29th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 22nd April, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI,"
FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

MELAN CAMERON,
General Agent,
Hongkong, 22nd April, 1904.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"STRASSBURG,"
Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May, at 3 P.M.

No Fire Insurance will be effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 25th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. *Marmora*.
From Australia, ex s.s. *Oceana*.
From Calcutta, ex s.s. *Nubia*.
From Persian Gulf, ex s.s. B. J. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, the 22nd inst.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 22nd April, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 28th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LD.,
Agents,
Hongkong, 26th April, 1904.

NOT RESPONSIBLE FOR DEB'S

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
LYONS, British 4-m. barque, Parcell-Standard Oil Co.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

| | |
|-----------------------|------------------|
| I. AUTHORIZED CAPITAL | £3,000,000 |
| SUBSCRIBED CAPITAL | £2,750,000 |
| PAID-UP CAPITAL | £37,500 |
| II. FIRE FUNDS | £2,867,215 14 10 |

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SUEWAN, TOMES & CO.,
Agents.

Hongkong, 19th June, 1903.

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.,
Hongkong, 26th November, 1903.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

LEUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £25,719
Total Losses Paid ... £8,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 18th May, 1903.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO.,
Agents.

Hongkong, 23rd September, 1903.

"Sanitas"

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and is especially recommended for Cholera, Typhoid, Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.,
BETHNAL GREEN, LONDON, E.

410

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 528 feet.
Length on Blocks ... 53
Width of Entrance on Top ... 59
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 264

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22
PATENT SLIP (at KOSUKE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and are capable of any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

167

NO. 4 READY. THE DIRECTORY AND CHRONICLE FOR 1904.

Complete Edition ... \$10
Small Edition ... \$6
Obtainable at the Daily Press Office or Local Booksellers.
Hongkong, 5th March, 1904.

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents. On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.

Mr. EDWARD EVANS, Missionary Home, Room 1, Quinsan Gardens, Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow; Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow; Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Seoul Press," Seoul; "NAGASAKI PRESS" Office, Nagasaki;

"KOREA CHRONICLE" Office, Kobe; "DAILY PRESS" Office, Hongkong, and at the London Office: 131, Fleet Street.

Hongkong, 12th December, 1903.

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 53, PRINCE STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowance.

[331]

MARTIN'S APIOL & STEEL PILLS.

A French Remedy for all Irrregularities. Thousands of people keep a box of Martin's Pills in the house, so that in the first aid of any irregularity of the System a timely dose may be administered. Those who use them recommend them as the most efficacious and safe. Available in Hongkong and Shanghai.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

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CARBO LINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK

IN CASES OF ABOUT 450 LBS. NET

IN TINS OF 45 LBS. NET

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.

LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.

Hongkong 1st July, 1902.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.60

POLITICAL OUTLOOKS TO HIS BIONARY SUCCESS IN CHINA FROM PORTSMOUTH TO Peking, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. "Terrible") ... 1.00

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladyamith Relief Column ... 1.00

